

## HILL'S GREAT CANADIAN ROAD

## PLANS TO DEVELOP THE WESTERN PRAIRIE REGION.

Will Construct Great Railway With Best Grades and Best Rolling Stock—One of the Great Projects of the Century.

St. Paul, Minn., May 13.—James J. Hill has given out an interview concerning his plans for a new transcontinental Canadian road to parallel the Canadian Pacific and Canadian Northern. Mr. Hill goes into every detail, even to the financing of the road, and tells what he will do. It is the first time Mr. Hill has directly admitted his intentions. His talk was with a Winnipeg man who called upon him to get some information bearing on future legislation.

"We have had our eyes on your country for many years," said Mr. Hill, "and now that the systems that you have up there are firmly established upon their feet we think the time is opportune for us to enter the field, and I may tell you that once we have made up our minds to it we shall not confine ourselves to any half measures."

"As you of course know, we have brought our terminals right into the heart of the city of Winnipeg, and we shall lose no time in getting our connecting link from the boundary into the city constructed. It should be finished next fall. Then we are now pushing forward the grading on the branch line from Greta to Portage la Prairie and from Portage la Prairie to Brandon, having got terminals in both Brandon and Portage la Prairie."

"Have you any other branches running north from your main line in Dakota projected?"

"Well, I prefer not to say just what we propose in that regard, as there are many considerations, such as right of way, etc., which have to be taken into consideration, but you may rest assured we shall not allow any good territory to go to waste for lack of railway accommodation."

"And what about the main line?"

"Yes, that is important. We have fully decided on that. As you know, we have a line in British Columbia to Fernie, and we propose, without unnecessary delay, to push that line across the great western prairie until Winnipeg is reached."

"I suppose your route will be via Lethbridge and south of the Canadian Pacific main line?"

"Not by any means," answered Mr. Hill emphatically, going over to a map of western Canada which showed all the railway lines. "We do not consider that [running his index finger across the territory south of the Canadian Pacific from Lethbridge to near Weyburn] very good land, and we propose to cross the Canadian Pacific and run a line considerably north of it, where the country is A No. 1, and where the local traffic is sure to be heavy."

"Where would you cross the Canadian Pacific—at Medicine Hat?"

"Well, that we cannot say at present. That is a detail which will have to be settled after the fullest investigation of the country's resources."

"Then you are not thinking of the most direct transcontinental route in order to capture passenger traffic?"

"No, we are not so much concerned in that as in tapping a territory prolific in agricultural resources. We figure that we can run in an almost direct line from the boundary to Duluth over a country where we can obtain a grade not exceeding four-tenths per mile, on a total mileage of 280. Then add the sixty odd miles from the boundary to Winnipeg and you will see what we have got. With a good roadbed and such grades as I have indicated, we can reduce the cost of hauling enormously, if not cut it in two."

"I want to tell you that the great consideration in connection with railway transportation now is the grades. With proper grades and satisfactory roadbeds we can almost out of the cost of transportation in two, for it costs no more for a train crew and for almost every other item of cost in operation, to run a heavy engine and huge train of cars carrying double the quantity that is now transported on roads where the grades are as high as, say, the C. P."

"Good grades are just as important as good harbors. You know you cannot run a vessel drawing 24 feet of water into a harbor that only affords 15 feet of water. The result of poor harbors is that you must use small boats, and take out small cargoes, and it costs just as much for crew as if a big boat were used. It's just the same with regard to railway transportation."

Mr. Hill spoke of the great coal deposits his company had secured and was developing in the Crow's Nest Pass. I asked him if he would not likely push the development of the coal mines.

"Certainly," he answered, "we propose to give special attention to that. The two great needs of the settler are shelter and warmth. Providence made magnificent provision for both. The forests of British Columbia will furnish all the lumber necessary for homes, and the Crow's Nest possesses all the fuel necessary to keep warm the teeming millions of the centuries to come."

"It was when Mr. Hill came to discuss the question of the capitalization of railways that he uttered words of wisdom. No people have suffered so much from the over-capitalization of railways as have Canadians. In Canada, although the people have contributed to the railways in tens of millions of dollars, and the Crow's Nest possesses all the fuel necessary to keep warm the teeming millions of the centuries to come."

"When I gave Mr. Hill a brief sketch of what had been done in the Dominion he shook his head gravely and said: 'Well, what folly, but there will soon be an end to your subsidy policy. It is entirely unnecessary. With the country developed as it is railways should be built without costing the people a cent. That is the policy we have followed in our country, and that it has paid handsomely I can easily prove.' Here Mr. Hill produced a table of statistics for 1905, showing the cost of operation of all the great roads on the continent."

"Well, we propose to build our Canadian system at the lowest possible cost consistent with excellent work and thorough equipment, for, as you must have gleaned from the tenor of my policy, I am a believer in the best roadbed and the largest capacity in rolling stock."

"What do you estimate your road in our prairie country will cost? Perhaps you don't know that the cost of the old Northern Pacific lines in Manitoba was given at an average of \$8,000 per mile. Now, and only a cheap and faulty road could be produced at that figure. It is my conviction that such a road as we propose to construct will cost between \$18,000 and \$20,000 a mile."

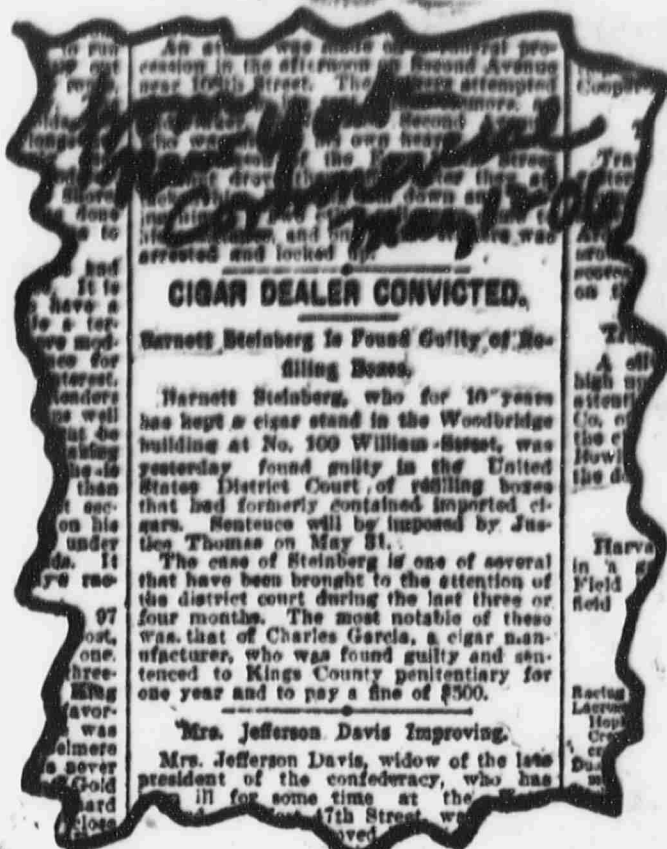
"What has your system in the United States cost you?"

"Well, it cost us \$30,000 a mile, but that is equipped and all, and you must recollect that much of it was built under conditions far more unpropitious than now prevail."

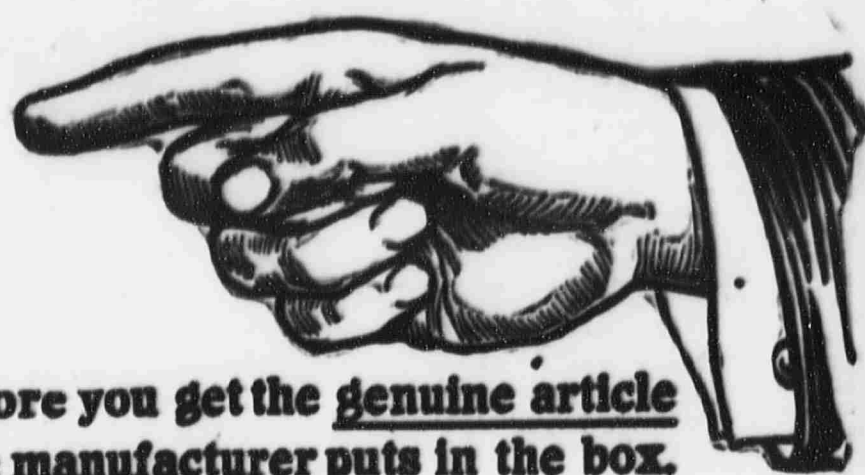
"What is your total mileage?"

"Six thousand miles."

Continuing, Mr. Hill said: "In Canada we do not propose to bond our roads for a dollar. We shall just issue stock representing the actual cash outlay, and as we have never figured on receiving more from the people than an average of 1 per cent on our outlay, you will see that the burden upon the people will be light. Our policy will enable us to set a new pace in the matter of rates, and I think you can mark it."



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down that as a result of our advent into your splendid territory an effective period will be put to the bonusing or subsidy system. I should scarcely think that public men would care to propose subsidies and that companies would have the hardihood to ask them in face of the facts.

"Something is going to happen in a very few years that will change the entire trend of your trade and give you such a market for your surplus product of foodstuffs as you little dream of."

"Just look at the United States. She has a gross product of wheat of 650,000,000 bushels, and I am sorry to tell you that it takes on an average two acres and a half now to produce as much wheat as one acre used to produce in the early days. Our farmers are not as wise, nor as good a class as the Canadians. Your farmers husband their soil; ours take every ounce they can get out of it, with the result just stated."

"Well, by 1910 I have no doubt that the population of the United States will have risen to 100,000,000. The natural increase is three or four millions a year, and our immigration runs nearly two millions, so you can reckon it up for yourself. Our average consumption of breadstuffs per capita is six and a half bushels, and with a production of 650,000,000 bushels of wheat, which may decrease instead of increase, you will see where we will be in a very few more years."

"Then will come your chance in the Canadian West. We shall be obliged to become the best customer you have, and how the order to fill our wants will increase every year will astonish you. At first we may be obliged to import wheat, but later on it may tax your capacity to supply the needs of this republic."

"The tariff will have to disappear," I ventured.

"Yes, no doubt. It should have been adjusted long before this, and the adjustment ought certainly not to be much longer delayed. Of course your people are in no way to blame; the responsibility all rests with the statesmen of this side of the line."

"So you look for some more rational trade relations between the countries soon?"

"Yes, I do. The great bulk of our people have been so deeply absorbed in their own affairs and in making money that they have overlooked the matter; but it is knocking at their doors most persistently and it will have to be solved soon. Just think," Mr. Hill added, "what is happening even in spite of the artificial barriers created to restrain reciprocal trade. Why, our interchange of business continues to increase at a surprising rate. Look at the returns for last year; they exceeded two hundred millions of dollars."

"Keep this central thought in your mind," said Mr. Hill, in concluding his remarks on this subject: "your greatest and best customer for your surplus products will soon be the United States."

Speaking of the much talked of Georgian

Bay route, that is the utilization of Georgian Bay, the Ottawa River and the St. Lawrence for a great waterway from the Gulf of St. Lawrence clear up to Fort William, Port Arthur, Duluth and other points on the upper lakes, Mr. Hill said:

"Nature did about all she could for you when she pierced the continent with the St. Lawrence, the Ottawa, and the lakes, and to utilize the great boon you must do your share. If you did that you would soon have a continuous waterway, of say twenty-four feet from Quebec or Montreal clear up to the head of Lake Superior."

"Just think what it would mean to you if you had that great enterprise consummated. You could send all your wheat from the head of Superior to Quebec for 2 cents a bushel. With a 4 or 7 cent rate from the prairies to the lakes the cost of transporting your grain to Liverpool and other British ports could be reduced to the minimum. I can think of no enterprise that would so advance the interests of the Dominion."

"Have you ever estimated the cost?"

"No, not precisely, but roughly speaking it would not exceed \$50,000,000, and the work might be completed in five years. But the cost is trifling compared with the advantages of such a cheap waterway."

"Do you know," Mr. Hill resumed, "I would undertake to use the Gulf of Mexico as a much more desirable outlet for your products than the one you have. As you know, it is all down hill, and with the right kind of grades your products could be sent to British and other markets at a very low cost, but, as I said before, your best highway is via the Georgian Bay route."

"Have you ever considered the utilization of the Hudson Bay route?"

"Oh, yes, I have, but I must frankly say that my information does not enable me to speak with authority on the question. There are, however, certain considerations connected with the subject that must appeal to any business man, or indeed to any man of prudence or foresight who considers the subject for himself. I have some of the records of the Hudson's Bay Company extending away back 150 years. They are not very promising, and I understand none of the Hudson Bay navigation records are."

"The question of irrigation being suggested Mr. Hill said that if all the lands still remaining in the United States that could be irrigated by the subject that must be reclaimed, there were only 50,000,000 acres that could be reclaimed."

"I have often wondered," said Mr. Hill, "about the resources of that territory that the Grand Trunk is going to tap between Winnipeg and the East. I am told that there are unlimited deposits of peat. Now, if, as I understand, there are unlimited deposits of peat up in that country, it can be converted into charcoal at a cost of \$2.50 per ton. With charcoal you can smelt iron, which is there, and you know what that means."

## WOMAN ACCUSES POLICEMAN

Of Buying Her Drinks and Then Getting Another Cop to Arrest Her.

A woman who said she was Frances Brown of 246 Thirty-ninth street, Brooklyn, told Magistrate Wahle in the Tombs police court yesterday when she was arraigned on a charge of intoxication that she had been taken into a saloon at Canal and Church streets by a policeman in uniform, who afterward had her placed under arrest. The Court seemed impressed under arrest. The woman said she had been to Philadelphia to attend a funeral, and on arriving here last night went up town instead of down. At Canal and Church streets she met a policeman and asked to be directed to South ferry. The policeman told her it was a small matter in which direction it was and asked her if she would join him in a drink. After considerable persuasion she went into a saloon with him. Everybody was ordered out because he wished it. The bartender served them with drinks, gave the key of the place to the policeman and left them alone.

The woman said she might have been in the place ten, fifteen or twenty minutes, she couldn't tell how long, but when the policeman let her out he walked over to another on the corner and had her arrested. "Is this the policeman who arrested you?" asked Magistrate Wahle pointing to Policeman Morton J. O'Keefe of the Leonard street station.

"Yes, sir," replied the woman. "Is this the same one the other policeman who caused your arrest spoke of?"

"O'Keefe said he saw no policeman, but found the woman intoxicated and unable to take care of herself."

Magistrate Wahle discharged the woman and said he would put the whole matter up to Commissioner Bingham.

## A DUEL ON FIFTH AVENUE.

Italiana Fight, American Style, Over Irish Lass in Front of Delmonico's.

Enrico Morelli and Joseph Collaretti had a fist fight in the presence of a crowd of spectators in front of Delmonico's Saturday night to determine which should marry Lizzie Lenahan.

Miss Lenahan is a rosy cheeked Irish lass who recently came from across the water and got work in the kitchen of the Hotel Lorraine, at Fifth avenue and Forty-fifth street. Morelli and Collaretti, young men from the northern part of Italy, were

employed there as pantrymen. They fell in love with the new maid, and it was no and took as to which should first get her to say yes.

After some hesitation Lizzie agreed to marry Morelli and the wedding was arranged for today. Collaretti refused to give up. Matters came to such a pass Saturday that the rivals decided to have it out in a standup fight, American fashion, stilettes barred, the better man in the fight to marry the girl. They went out on the avenue and walked down a block and then went at it.

The crowd of spectators attracted Police-man Fitzpatrick, who took the fighters to the station.

When they came up in the Yorkville police court yesterday on a charge of disorderly conduct Collaretti said he was ready to give up the girl to his rival.

"Will you not let us go, Judge? We are friends now, and I am to be married to-morrow," pleaded Morelli.

"As an inducement not to fight again, I'll fine you \$5 each," Magistrate Baker announced.

Collaretti had no money to pay his fine, but the successful rival paid both fines and the two left court warm friends.

## KILLED IN RACE FIGHT.

Michael Fitzgerald and Two Other White Men Cut—Two Blacks Arrested.

YONKERS, N. Y., May 13.—One man is dead, one is dying and a third is in a dangerous condition as a result of a fight last night between whites and blacks. All of the dead and injured are whites. Mrs. Mary Wilson and Edward White, mother and son, colored, are under arrest. Both have been identified by the victims and some of the witnesses. The three injured men, with others, got into a fight somewhere in an alleyway at 48 Main street. Other whites and blacks joined in.

Edward White's mother ran out of her home with a razor, and in some way White himself got hold of a short bladed but very sharp case knife. With these two weapons they soon cleared the field.

Michael Fitzgerald was found with his jugular vein severed and his head and body badly cut. Thomas Egan had cuts on the head and in the abdomen, and John Dowd had several bad cuts on the head and body. Fitzgerald died in St. Joseph's Hospital at 5 o'clock this morning and slight hopes are entertained of Egan's recovery. Dowd has a good chance to pull through. White admitted the cutting, but said he did it in self-defense. Mrs. Wilson denies having used the razor, although she has been identified by two of the victims as an assailant. It was learned to-day that several others received slight cuts but were able to get away.

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## DOCTORS FOR SYSONBY.

Mr. Keene's Own Physician Has Treated the Great Horse, Which Is Mending.

James R. Keene went down to Sheephead Bay yesterday to see his great racehorse Sysonby, which has been under the care of the veterinary, Dr. Sheppard, for several weeks, suffering from acute eczema. Mr. Keene said on returning that Sysonby was now on the mend and would probably be able to race toward the end of the coming season.

"It is out of the question," said Mr. Keene, "to hope that Sysonby will be able to get into condition before the latter part of the season. Sysonby has been suffering from a very bad attack of eczema. His body was covered all over with open sores and the horse suffered severely from the itching. He's been through a very bad siege indeed. But now, I'm glad to say, he has passed the worst stage of it and is on the road to recovery. If he has no relapse he should be able to go into training by the middle of the season. But of course there's no telling about a possible relapse."

"My regular physician, Dr. Barrow, has been most kind in helping me out with Sysonby's treatment. He has gone down

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There with me two or three times to look at the horse. One of his assistants has been with Sysonby regularly from day to day and has been of great assistance in pulling the horse through. We have been gravely concerned over his condition. In fact, it looked not long ago very much as if Sysonby would die.

"Has the illness impaired or injured the energy and vitality of the horse? I don't think there's any danger of any permanent injury to Sysonby through this eczema. Sysonby is a horse of great courage, of very great courage, and he has helped more in his recovery than any outside aid possibly could. I'm very glad, of course, he is pulling through."